

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT

INTELLOFAX 25

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

SUBJECT Railroad Construction Work in the DDR

PLACE ACQUIRED [Redacted]

DATE OF INFO. [Redacted]

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(LISTED BELOW)SUPPLEMENT TO 50X1-HUM
REPORT NO.

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[Redacted] the construction of two connecting curves was planned
near Brandenburg and Belzig in order to establish a through-connection
between Jueterbog and Loewenberg via Brandenburg, Rathenow and Neustadt.
The staking-out of the two curves was expected to be started in mid-
February. [Redacted]

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a. Work on the staking-out of the Eberswalde-Loewenberg railroad line
was started in mid-February.

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b. [Redacted] railroad construction work [Redacted] by the Greifswald
regional railroad headquarters [Redacted]
[Redacted] included:

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- (1) Reconstruction of the Lietzow-Binz railroad line.
- (2) Reconstruction of the Prenzlau-Tempelin railroad line, which was dismantled in 1945. The allocation of 7 million eastmarks are adequate to reconstruct the line, which is 40 km long, as a secondary line. Representatives of the GOC demanded that all grades exceeding a ratio of 1:200 should be eliminated. If complied with, this demand would raise construction costs to approximately 21 million eastmarks. The GOC approved that part of the rails required for the project be procured by the dismantling of sidings near Beeskow.
- (3) Construction of a connecting curve at Britz near Ankersmunde.
- (4) Construction of a connecting curve near Neustrelitz. (3)

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The reconstruction of the Buetzow-Schwaan railroad line was planned for 1951. As the new ties required for the project were needed for other more urgent railroad construction projects, it was only possible to complete the improvement of the Buetzow and Schwaan terminal stations in 1951. The reconstruction of the Buetzow-Schwaan railroad line was therefore included in the 1952 construction program. Deliveries of construction materials to date, particularly wooden ties, indicate that sizable allocations will not be made before the second half of 1952. Last year, the Landesregierung gave its consent to the dismantling of the Schlebenberg-Wasow railroad line only on condition that the construction materials obtained through the dismantling of this line would be used for the reconstruction of the Buetzow-Schwaan railroad line. This railroad line is of great economic importance for traffic to and from Rostock and Ankersmunde. The Gustrow-Schwaan railroad line with its difficult grades, which is now being used as a feeder line to Baltic Sea ports, greatly hampers railroad operations. At present, efficient track construction squads are available in the Schwaan railroad district. It would be unprofitable to discharge them now in order to recruit them again under more difficult conditions next fall.

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5.

the delivery of the steel required for the railroad bridge over the Oder River in Frankfurt/Oder is not guaranteed. About 80 percent of the material would be needed in the first quarter of this year. It likewise appears doubtful whether the electric equipment required for the supply of electric light and power during the construction of the bridge will be delivered in time. (5)

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Comments:

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- (3) The two connecting curves on the Uberswalde-Loewenberg line would establish an improved north-south route west of Berlin. For sketch of the curves, see Annex. [redacted]

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[redacted] The construction project has not been officially approved to date. The reconstruction of the single-track Prenzlau-Tempin railroad line has been planned for a long time. The execution of this project would improve railroad facilities for the Berlin troop training grounds. [redacted]

- (4) [redacted] work on the reconstruction of the Dutzow-Schwaan railroad line, which was dismantled by the Soviets, has already been started. The progress of reconstruction work is impeded by a shortage of materials. The dismantling of the Schloenbergs-Bassow railroad line was reported previously. [redacted]

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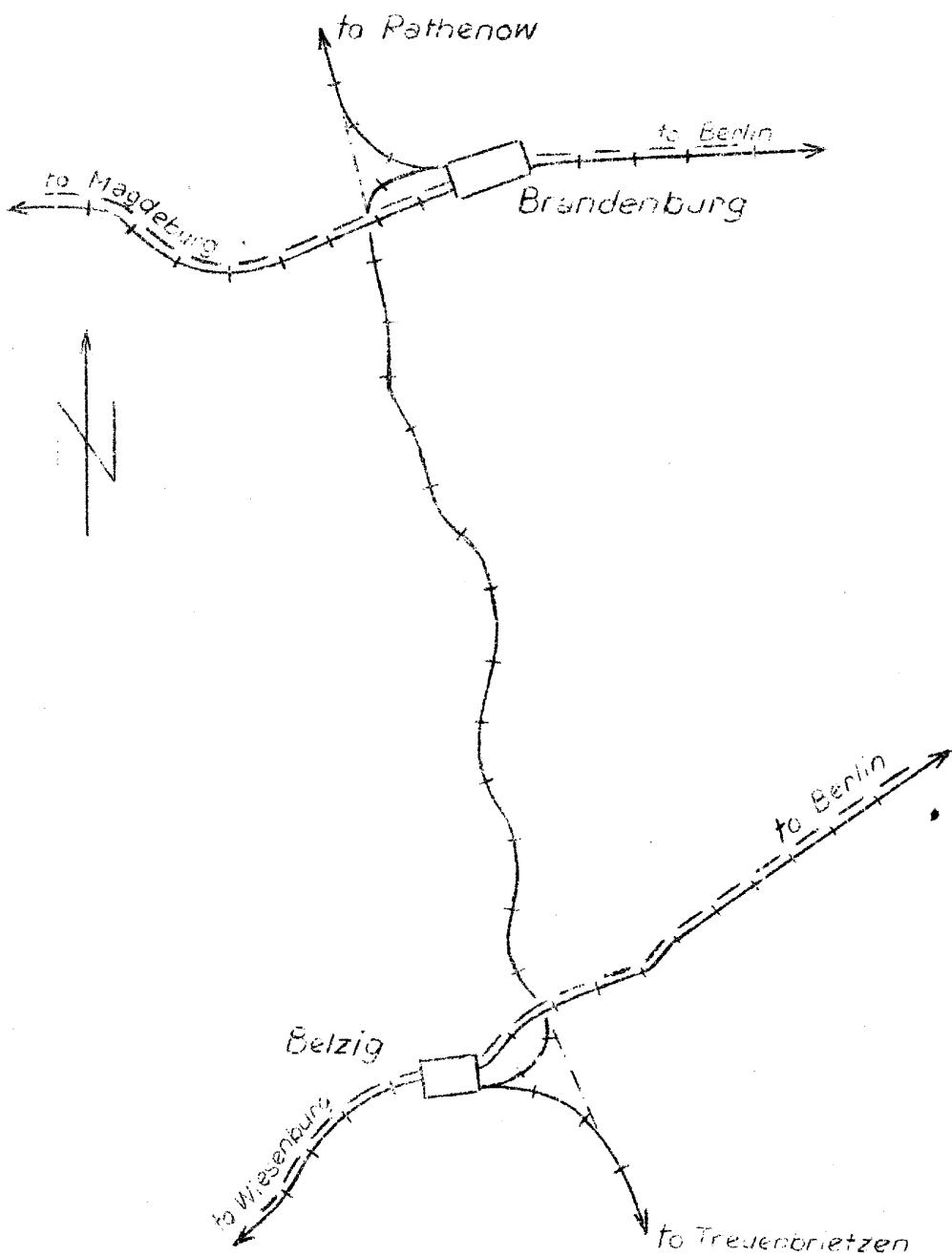
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Connecting Curves near Brandenburg and Delzig



Legend

- formerly double track, one track dismantled
- single track
- track no longer used

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